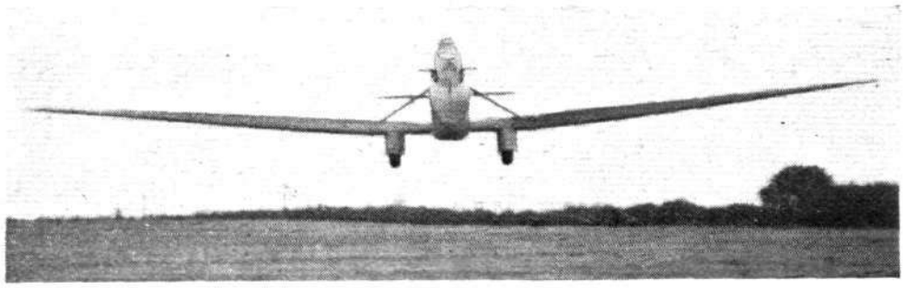


A high-efficiency ultra-lightweight pusher—the Luton Buzzard (left).

Making its first public appearance early this year, the Miles Whitney Straight has sold, and is selling, in comparatively large numbers. On 130 h.p. the Straight carries two people and their luggage at a cruising speed of 130 m.p.h.

standard in all-round utility and performance among private-owner types.

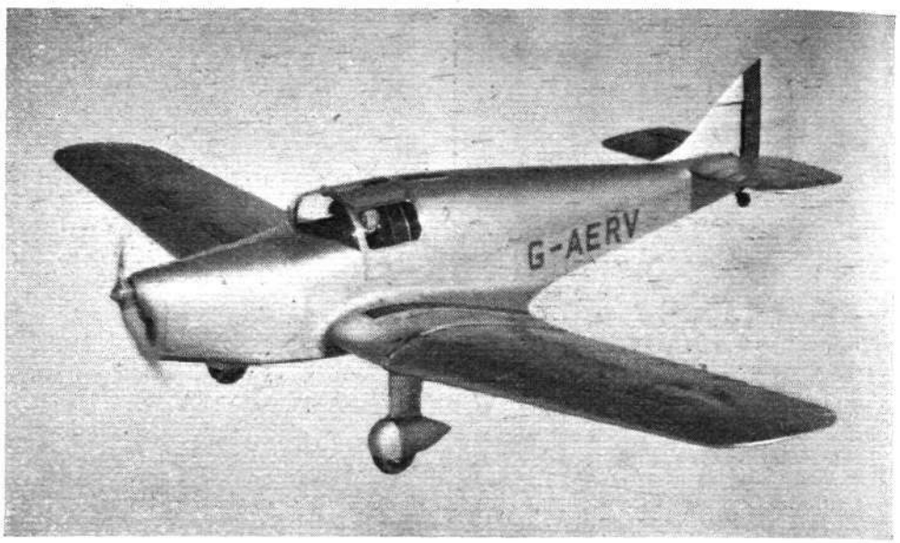
It is, of course, a low-wing side-by-side seater cabin monoplane with vacuum-operated split flaps and the structure follows conventional Miles practice. Special attention has been paid to the need for safe and easy flying characteristics and it is almost true to say that the machine can be landed "anyhow." The undercarriage has been designed to take a vertical velocity of 15 ft./sec. and the normal stall is innocuous enough.

Designed as a civil and service trainer, the *Magister* is the direct descendant of the well-known Hawk Major and is sold with full dual blind-flying equipment and an aerobatic C. of A. With the present trend towards low-wing types for all purposes, the *Magister* should have a useful range of duties.

A more recent development is the *Mentor*, which can be used for blind-flying instruction, training and charter operations, or by the more ambitious kind of private owner. The cabin comfortably accommodates a pilot and three passengers with their luggage, and in general layout the machine may be considered in this case as being the lineal descendant of the Merlin.

Two other interesting smaller types have recently been produced by Phillips and Powis—the *Mohawk*, which was built to the special order of Col. Lindbergh, and the *Hobby*, a purely racing affair originally designed and made for the King's Cup.

Phillips and Powis Aircraft, Ltd., The Aerodrome, Reading, Berks. (The Miles Whitney Straight is handled by Whitney Straight, Ltd., 17, Manchester Square, London, W.1.)



MONOSPAR

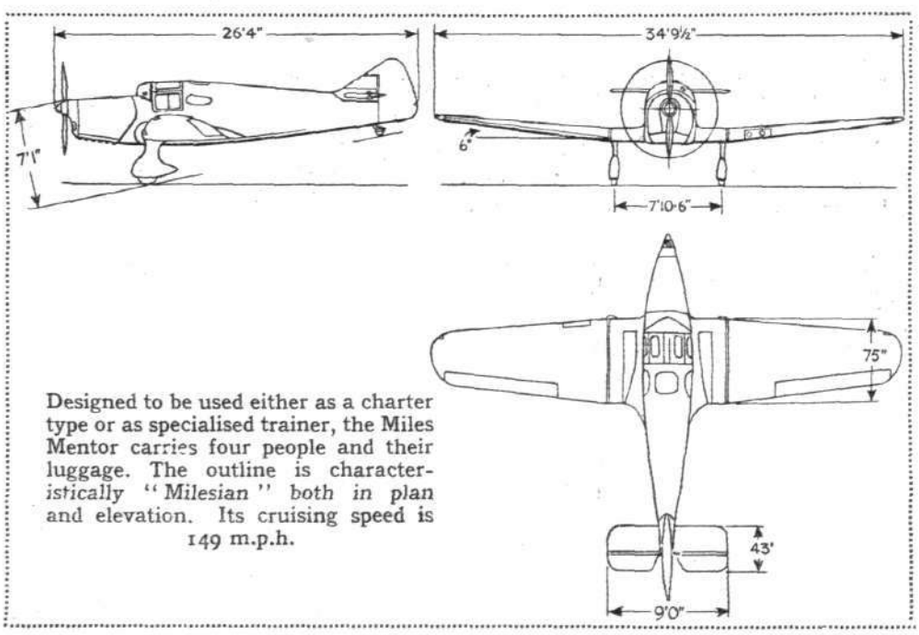
SINCE the original introduction of the Monospar S.T.25, three distinct versions of this machine have been available—the De Luxe, a four-seater, private-owner or feeder-line type; the Ambulance, designed under the auspices of the British Red Cross; and the Freighter.

For this and the coming season General Aircraft are producing the *Universal* model, which, though normally a comfortable four-seater transport, can quickly be converted into a freighter or an ambulance. In freighter guise the whole of the rear of the cabin, with a capacity of 84 cu. ft., is available for goods and, as an ambulance, this space is taken up by a stretcher, table and collapsible seat with stowage for specialised medical equipment.

The Monospar is, of course, of all-metal construction and the wings fold easily for storage purposes. With the help of a twin-rudder arrangement and ample dihedral the machine is exceptionally stable both laterally and directionally, and flying with one engine throttled back is neither arduous nor difficult. The machine is very fully equipped in standard form, with dual pedals and swing-over control half-wheel and full night-flying equipment, including a landing light, and the business of bonding and screening for normal receiver installation involves the operator in no additional expense. The price given in the table on page 522 is for the standard Universal; in fully equipped ambulance form the price is £2,500—or £2,750 with two-way radio.

Recently, General Aircraft have been using the Universal for tricycle undercarriage experiments.

General Aircraft, Ltd., London Air Park, Feltham, Middlesex.



Designed to be used either as a charter type or as specialised trainer, the Miles Mentor carries four people and their luggage. The outline is characteristically "Milesian" both in plan and elevation. Its cruising speed is 149 m.p.h.

MOSS

DESIGNED to the specification of five flying brothers, the *Moss* monoplane might be expected to comply with the average ideals of the average private pilot. It is a low-wing tandem monoplane with split flaps and powered in its present form with a Pobjoy Niagara III. The seating positions have been arranged with the pilot ahead of the c.g., giving him an excellent range of forward and downward vision, and, remembering the comparatively low power, the performance can be considered to be extremely good.

The prototype passed its trials with flying colours—the performance being, if anything, in advance of that estimated—and the machine is now being upholstered and sound-proofed according to modern ideas. The tandem cockpits are fully enclosed in this prototype, but an open cockpit version, for those who prefer it, is now being produced and should be flying early next year.

Moss Brothers Aircraft, Ltd., Chorley, Lancs.

PERCIVAL

AS a high-speed luxury touring machine for the private owner or charter company, the Percival *Vega Gull* has long